

The Herald

PUBLISHED EVERY MORNING BY
THE WASHINGTON HERALD COMPANY
1425 New York Avenue, N. E.
Telephone MAIN 2300.

CLINTON T. BRINARD, President and Editor.

FOREIGN REPRESENTATIVES:
THE S. C. BECKWITH SPECIAL AGENCY,
New York Office, 100 Broadway, Tribuna Bldg.
Chicago Office, 100 N. Dearborn, Tribune Bldg.
St. Louis Office, 100 N. Third Nat. Bank Bldg.

ATLANTIC CITY, N. J., REPRESENTATIVE:
C. K. ABBOTT, Guarantee Trust Bldg.

SUBSCRIPTION RATES BY CARRIER:
Daily and Sunday, 45 cents per month
Daily and Sunday, \$1.40 per year
Daily, without Sunday, 35 cents per month
Daily, without Sunday, \$1.05 per year
Sunday, without Daily, 15 cents per month
Sunday, without Daily, \$0.45 per year
Entered at the postoffice at Washington, D. C., as
second-class matter.

WEDNESDAY, AUGUST 25, 1915.

A Line o' Cheer Each Day o' the Year.

By JOHN KENDRICK BANGS.

First printing of an original poem, written daily
for The Washington Herald.

LOOK IT OVER!

Hi, you reckless speeder there—
Slow down just a minute.
Look your motor over with care—
Is all well within it?

You and I are but machines
Ever onward speeding,
Of the ways, and of the means,
Mighty little heeding.

We've a motor fine within—
Best one e'er invented—
Fitted for a life-long spin
Over roads contended.

But we may not speed along
Safely, little caring
If it's weak, or going wrong,
Needing some repairing.

Wherefore pause upon the way,
O ye reckless rover—
Never mind the slight delay—
LOOK THE MOTOR OVER!

(Copyright, 1915.)

And to add to the high cost of living, diamond
wedding rings are promised a vogue.

It is no difficult matter to understand the personal
element in one Colonel's insistence that the
"time for words will never end," the other Colonel
to the contrary notwithstanding.

While the New York jewellers declare that
wrist watches for men will be "all the rage" during
the coming year, we can't imagine any biped
in civil life worthy the designation of man wearing
one.

Was it for the fun of inciting the envy of the
women, the pleasure of tantalizing the male of
the species, or the satisfaction of worrying the
beach censors that led an audacious miso to in-
troduce the backless bathing suit at Atlantic City
the other day? We pass.

A fashionably dressed woman rushed from a
store to the street in New York and induced a
stranger to hold her baby, on the plea that she
was having a violent quarrel with her husband
and was afraid he would strike the infant. Then
she disappeared for good. If the woman really
has a husband the victim of her ruse is no doubt
hoping that he won the argument.

A New York broker, taken into custody on a
judgment for \$1,424, threatens to contest the
legality of his arrest on the ground that it was effected
after his office was closed for the day. His chief
contention seems to be that heretofore he has
always been arrested during regular office hours.
A judicial decision as to whether officers of the
law have a right to interfere with the meals, sleep,
or recreation of those who have established by
long usage certain hours for being arrested will
be awaited with interest.

If you were riding horseback late at night on
a dark road and an automobile came up behind
you, ran into the horse, killed him, and threw you
into the mud or your neck, could the automob-
ilist have you arrested for violating the city
ordinances requiring rear lights for vehicle? This
is the question that has been put up to the
commissioner of safety of Denver, Colo. At last
accounts he was waiting for the complete report
of the United States Commission on Industrial
Relations to supply the answer.

Those vocalists who profess to be so deeply
concerned about the effect of the contraband order
on American cotton interests may find some com-
fort in an examination of the cotton market
quotations since the order was announced. Ap-
parently buyers and sellers are placing no little
confidence in the declaration that the British gov-
ernment "contemplates the initiation of measures
to relieve as far as possible any abnormal depres-
sion which might temporarily disturb market con-
ditions." Of course, this will not help Germany,
which may expect to hear more about the "brutal
policy" which cuts off her supply of the fiber
from the manufacture of high explosives.

The International Ladies' Garment Workers' union, who is about to order a
general strike, has just learned that Mrs. John
Jacob Astor, who served to her pet dog.
He declares that the same solicitude
for the girl who save her gowns at her
fifth avenue tailors would be no need to
strike for better wages. The future—as it
probably is—the wider the strike, the more
to arouse hostility and resentment against the
rich on the part of those who toil for less than
\$2. But if all the women of wealth in the land were
to refrain from such extravagances and show "so-
litude for the girls who make their gowns," there
would still be strikes, and the problem of
equalization of wealth would be no nearer solution.
The president of the Garment Workers' Union
merely struck the keynote of the report of the
United States Commission on Industrial Rela-
tions, though his is a free contribution and the
commission's findings cost the government close
to \$500,000.

A Useless and Unnecessary Appeal.

Germany appears suddenly to have realized that the long forbearance and patience of the American government and people may not be interpreted as a license to submarine commanders to kill Americans on the high seas. Berlin evidently has long accepted our self-restraint as inviting defiance, has imagined that it was the purpose of the government at Washington to engage in a protracted diplomatic exchange and finally to drop, as an unpleasant incident the wanton wholesale murder of Americans. With the realization that the lapse of time has only increased our abhorrence of the crimes and our determination to impose a penalty upon the perpetrators, in the absence of reparations and a guarantee for the future, Ambassador von Bernstorff yesterday sent a dispatch to the State Department asking that judgment be suspended in the case of the sinking of the Arabic until Germany's version of the crime is received.

The Ambassador need not have sent that dispatch. There is not a word in the communication to justify it. Long before word was received from the Ambassador, President Wilson had offered Germany the opportunity to explain, announcing that he would take no action until he was in possession of all the facts. He has not, however, taken any step permitting the inference that there can be further diplomatic correspondence; and his course cannot, and will not, be altered in any respect by Ambassador von Bernstorff's appeal.

Quite obviously, however, it is the Ambassador's desire to substitute a new exchange of words for the action by this government, which he now knows is imminent; and he hopes to accomplish this by disputing the nationality of the two American victims of the torpedo which sank the Arabic. He says:

"If Americans should actually have lost their lives, this would naturally be contrary to our intentions. The German government would deeply regret the fact and beg to tender sincerest sympathy to the American government."

We may expect from Germany therefore a denial that any Americans lost their lives when the Arabic was sent to the bottom, since this is the only contention not already set up by apologists for the deed and swiftly met by rebuttal. While there will probably be no difficulty in indisputably establishing the American citizenship of two of the victims, it is not essential. A score or more Americans were on the Arabic and a deliberate attempt was made to murder them, despite Ambassador von Bernstorff's assertion that "this would naturally be contrary to our intentions." The Arabic was bound for the United States, she was unarmed and carried no war munitions, she was sunk by a torpedo without warning, and she made no attempt to ram the submarine, which was not even sighted. So the case against Germany is complete. She has been adjudged guilty of a hostile act against the United States in studied defiance of friendly but solemn warning. It is too late for diplomatic regrets. All that remains for Germany is the opportunity to show cause why sentence should not be pronounced upon her. And this must be a mere empty formality.

A Business Campaign.

Readjustment of the rate and system of paying the railroads for transporting the United States mails will be a demand that the Sixty-fourth Congress, in its first session, will scarcely be able to resist. While the controversy between the roads and the Postoffice Department, since the parcels post has added so tremendously to the burden of transportation, has amounted almost to a scandal, unfortunately only a comparatively small number of members of Congress have taken pains to inform themselves as to its merits, with the result that this important subject was not brought to the front for free and fair discussion at the last session, and an attempt to enact a piece of hasty legislation in the form of a rider to an appropriation bill was narrowly frustrated. To guard against any such situation in the next Congress an extensive campaign has been undertaken by the Railway Business Association, the national organization of manufacturing, mercantile and engineering concerns dealing with the railroads, which has for its object the arousing of interest among business men throughout the country to the point where they will take it upon themselves to call to the attention of those who represent them in Senate and House the need of radical reform in the present slipshod, unbusinesslike, and unjust methods of determining the compensation of the mail-carrying roads. It may safely be asserted that a part of this campaign has been won in advance. No man of sound business sense can study the question for five minutes and not be convinced that the present system is inequitable and fundamentally wrong. It only remains to be seen whether the business men of the country are interested in seeing an important branch of the business of the United States government, involving the expenditure of many millions annually, administered according to common sense business principles sufficiently to bring their influence to bear on Congress.

The cause advocated by the Railway Business Association needs no argument. Citing the inefficiency and numerous glaring inconsistencies in the present methods, the sum total of its demands, when reduced to simple terms, is that the railroads be paid a fair rate for the services actually rendered to the government, just as they are paid for services rendered to private shippers; that there shall be no haphazard guesswork, and that such questions as a Postoffice Department surplus or deficit shall not be a factor in determining what they are to receive.

A great many well-informed persons would be amazed to learn how far the present system falls short of accomplishing this. For instance, mails are weighed every four years for the purpose of ascertaining an average, upon which is based the rate of pay the roads are to receive during the four years succeeding. How would the Interstate Commerce Commission regard such an arrangement between a railroad and a private shipper? And again, roads were granted increased compensation not exceeding 5 per cent for carrying the parcels post, in 1913, when that system was first established. If that was fair compensation two years ago, what can be said of it now, since the enormous extension and expansion of the parcels post system? Certainly not that it is businesslike. These are only two of the evils that the Railway Business Association seeks to have remedied, and without doubt there will be strong and just demand for reform in the next Congress.

The Value of Silence.

By JOHN D. BARRY.

There are trying moments when, under stress of excitement, perhaps of resentment, we are tempted to use ill-considered words. If we have command of silence we may protect ourselves from irreparable harm. The least said being soonest mended, if nothing is said at all there may be a complete avoidance of damage.

But, of course, even silence may be abused. There are occasions when it may create ill-feeling. Even then, however, the forces behind it may be of help, warning us, if we must speak, to know what to avoid saying.

In controversy the silent people have a great advantage. They know how confusing and irritating the talk is likely to be. They reply only to the essential, provided, of course, they have to reply at all. They develop a genius for avoiding the unessential, which includes the recriminating and the irritating.

Of late I have been reading the essay on "Silence," by Maeterlinck. It is one of his most beautiful essays.

In spite of making several quotations from that eminently practical philosopher, Carlyle, he deals with the subject somewhat fantastically. Occasionally he gives the impression that he is talking as much for sound as for truth; but he says many convincing things.

Everyone who thinks about the wonderful meaning of silence ought to read this essay. Perhaps the most suggestive remark in it is the quotation from the one Maeterlinck says he holds most dear, evidently the woman who is now his wife, "We do not know each other yet. We have not yet dared to be silent together."

What a hard test the test of silence may sometimes be! Usually we have to know people very well to be able to endure being with them in silence. Often it is a long time before we even venture to take the risk. The silence of a few moments only may cause us distress.

And yet we may occasionally meet some one that on first acquaintance we find ourselves at ease with. It is as if a kind of harmony were instantly established between us.

When two people understand each other, what wonderful things they can convey in silence. I know a man who takes long walks through the country with a friend. For a stretch of many miles they will not speak. In that silent companionship they find one of the greatest pleasures of companionship.

On the other hand, as Maeterlinck so beautifully points out, there are silences, perhaps between those who are closely united, which seem to open the door for subtle resentments and enmities.

Some people never learn to appreciate the beauty of silence. Perhaps it is an appreciation that cannot be acquired. Perhaps it comes by nature.

Such people seem to believe that all apparently human relations must express themselves in speech. They keep up an incessant chatter and they try to make others chatter in return. They are among the most fatiguing influences in the world. Often they are tormented with personal curiosity. They ask searching questions, and if they do not receive spontaneous and full replies they become suspicious or hurt.

There are those who are never silent even when they are alone. Sometimes they actually speak aloud to themselves. Even when they don't speak aloud their minds are in a turmoil.

Indeed, there are few who can achieve perfect silence with themselves. For silence is essentially a quality of the spirit. And rare is the human creature capable of maintaining the spirit that at will can command and enjoy silence.

Why is it that so many of us cannot endure being alone? Is it not because we have no silence within us, because we have allowed the mind to become like a battlefield?

Here may be the real secret of silence. It may lie in the quality of impression that we receive in our consciousness. If we allow ourselves to be impressed by ugly things, by thoughts of strife and bitterness and hate, there is no silence for us. But if we receive only impressions of beauty and love, then we need never be afraid. In ourselves we shall find the companionship of peace. We shall be constantly solaced with silence.

There is another wonderful attribute of silence; it persists even in the presence of turmoil.

Haven't you seen the silent people surrounded with strife, and haven't you noticed how untroubled they have been, how serene? They are the masters of silence. They are themselves silence.

It is in the presence of such people throughout the world, here and there, in the most unexpected places, known only to the few about them, that Carlyle finds the security of our institutions, the hope of the future.

Saves Us Trouble.

When the Industrial Commission puts forth three reports it illustrates very forcibly the difference of opinion which exist among the great bulk of the people upon the disputed questions the commission investigated. Incidentally, this division of views saves the ordinary man from reading any of the reports. It confirms him in his opinion, which is largely correct, that there are some matters upon which all men will never agree, and that it is a gross misuse of the public money to spend \$500,000 in proving this fact, which everyone knew before.—Philadelphia Record.

Incomparable Insolence.

There must have been a tense moment when that Norwegian cruiser came upon a German submarine holding up a Norwegian mail boat in Norwegian waters. The act of the submarine was of incomparable insolence; if Norway had not been a small and weak country it would hardly have been risked. Audacity did not quite stretch to sinking the warship, which interrupted the proceedings. What would have happened in that case or in the case more pleasant to contemplate of the victory of the Norwegian naval vessel is a nice question. Norway, Denmark and Holland have had to stomach a good deal because they are small, and, while feeling in Norway is very bitter, the government has observed neutrality with anxious care. Fortunately, while many ships have been sunk without the slightest warning, most of them have been small and in no case reported question. Norway, Denmark and Holland have had to stomach a good deal because they are small, and, while feeling in Norway is very bitter, the government has observed neutrality with anxious care. Fortunately, while many ships have been sunk without the slightest warning, most of them have been small and in no case reported question. Norway, Denmark and Holland have had to stomach a good deal because they are small, and, while feeling in Norway is very bitter, the government has observed neutrality with anxious care. Fortunately, while many ships have been sunk without the slightest warning, most of them have been small and in no case reported question.



WOODROW WILSON

THE IMPOTENT CONGRESS.

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THE common affairs of the country had to be conducted as the revolution itself had in fact been conducted—not by the authority or the resolutions of the Congress, but by the extraordinary activity, enterprise, and influence of a few of the leading men in the States who had united and harmonious common effort at heart.

The revolution may almost be said to have been carried forward by private correspondence—by the impulse of common sense, by the urgency of argument, the clear interpretation of signs of the times, the ceaseless persuasion, planning, instigation of the letters of men like Washington, Knox, Greene, Schuyler, Hamilton, Henry, Franklin, Livingston, Madison, Jefferson, Hancock, Morris, Jay, Gadsden, the Lees, the Adamses—a handful of men in each State who kept every one within reach of their letters or their voices reminded in season and out of season, of the responsibilities, the dangers, the hopes, the difficulties, the duties of the time, stimulating those in authority, checking those in opposition, counselling those who were indifferent.

This, rather than the work of formal committees of correspondence, had made for the country yet had been offset and made up for by the singular assiduity and faithfulness in personal effort of the real leaders of opinion in the States.

The States had been remiss enough, as it was, in supplying their quotas of men and money and stores; they would have been still more remiss had not their leading spirits cried shame upon them and excited them in some measure to a performance of their duty.

Tomorrow: Stampede of the Tories.

Editorial: "Have you much to do with a police force in this village?" asked the city man in the country.

"We certainly have," replied the native, "we weigh 210 pounds."—Yonkers Statesman.

Editor: "We can use this joke if you'll take 50 cents for it."

"I couldn't think of it. I never get less than a dollar for that joke."—Life.

The one—you say you are from London. That would make you a Londonite, wouldn't it? By the way, have you any other of these enigmas?

The other—"Certainly! And you say you are from Paris?"—Gargoyles.

Papa—Why, hang it, girl, that fellow only earns a week!

Bleeding Daughter—Yes, but, daddy, dear, a week passes so quickly when you're fond of one another.—Judge.

Manager—What's the leading lady in such a tautum about, Miss Lavinia?

Press Agent—She only got nine bouquets over the footlights tonight.

Great Scott! Isn't that enough?

No, she said for ten.—Tit-Bits.

Borthwick was so homesick at her first party that the hostess's mother suggested that he should go home.

That it would be better for her to go home, Borthwick replied, "I don't know, but a few minutes later, answering a timid knock at the door, the hostess's mother found Borthwick in tears."

"Well, Borthwick, I am glad to see you again. Did you decide to come back?"

"No, m'm, I forgot to say I had had such a nice time!"—Christian Register.

New York, Aug. 24.—The following Washingtonians are registered at leading hotels here:

Marlborough—

Miss M. Dixon, W. Roberts.

Miss M. Smith, M. A. Scherr.

Herald Square—

R. M. Henderson, H. F. Zimberg.

R. M. Henderson, H. F. Zimberg.

G. B. Perry, L. F. Zimberg.

Mrs. M. Pitzer, N. B. Wolcott.

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Doings of Society

The Brazilian Minister to Mexico, Mme. Cardoso and her suite, with a number of additional guests, making a party of about twenty, went to Mount Vernon yesterday morning on board the Sylph, where the distinguished visitor placed a wreath on the tomb of Washington. Mrs. Lansing, wife of the Secretary of State, received the guests and a luncheon was served aboard the vessel. A sight-seeing trip to the various points of interest in and around Washington occupied the afternoon.

The Secretary of the Navy, Mr. Daniels, has arrived in Boston, where he will review the Atlantic fleet today in company with the governor attending the conference in that city. The Secretary and Mrs. Daniels and their sons, who accompanied him to Boston on board the Dolphin, are expected at Bar Harbor on Saturday.

The Secretary of the Interior and Mrs. Lane have returned to Washington after a series of visits in New York State.

Among those entertaining at luncheon at the New Willard yesterday were Lieut. Commander and Mrs. William Russell White, Mrs. R. H. Cary, Surgeon General Rupert Blue and Brig. Gen. William C. Gorgas.

Miss Evelyn Ross Norcross will be married to Mr. Robert Clay Sherrill, of Athens, Ala., today at noon at the home of the bride's brother, Dr. Alfred C. Norcross, in Petworth. Only a small family party will witness the ceremony, which will be performed by the Rev. Wilbur H. Stedman, Baptist minister of the bride, John Norcross, nephew of the bride, will be the small ringbearer and the only attendant. A wedding breakfast will be given at the bride and bridegroom will leave for a Western trip. They will be at home after September 10 in Athens, Ala.

Brig. Gen. William Crozier left Washington yesterday for an official inspection trip, which will include all the Eastern arsenals. Mrs. Crozier accompanied him. They will make the trip, which will occupy three weeks or longer, by motor.

Rear Admiral Cameron McRae Winslow will leave Newport shortly to assume command of the Pacific Fleet. Admiral Winslow is the champion tennis player in the navy.

Mrs. Andrew J. Peters, who is at North Haven, Me., will spend September with her mother, Mrs. John C. Phillips, at North Beverly, Mass.

Mr. and Mrs. James M. Thomson have arrived at Atlantic City, where they will remain for some time.

Among the prominent folk luncheon at the Shoreham yesterday were Sir Cecil and Lady Evelyn, Lord and Lady Curzon, and the Assistant Secretary of War Breckinridge.

Mr. and Mrs. Edison Bradley will go to Tuxedo Park for the autumn.

The marriage of Miss Kitty Lanier, of New York, and William Averell Harriman, which will be a brilliant event of the season, will take place Tuesday, September 21. Only members of the immediate family will be present at the ceremony, which will be performed at noon in Trinity Episcopal Church by the Rev. William Lawrence Wood. The bride will be followed by a large reception at Allen Wenden, the summer home of the bride's grandfather, Mr. Charles Lanier. There will be no attendants.

Dr. James B. Angell, president emeritus of Michigan University, and his brother, William E. Angell, of Chicago, have left Narragansett Pier for Seal Harbor, Me., where they will join Mr. and Mrs. G. B. Perry, who are staying at the Seal Harbor Hotel. They will go to Seal Harbor to visit their sister, Mrs. James H. Coggeshall, of Providence.

Col. and Mrs. Robert M. Thompson have as their guests Gen. and Mrs. Albert L. Mills, who arrived at Southampton yesterday, and Mrs. Theodore Roosevelt, who have just come from Europe.

Miss Rhoda Fullam left Newport yesterday for Annapolis with a party of guests. Mr. Joseph E. Widener took her to New York on the steam yacht Josephine. Mrs. Fullam returned to Annapolis last Saturday.

The Brazilian Ambassador has arrived in Washington and is stopping at the Shoreham.

Mr. and Mrs. E. Skoldy von Stade, who have been the guests of Mrs. von Stade's parents, Mr. and Mrs. Charles Stevie, at Southampton, Long Island, have gone to Saratoga Springs for a short stay.

Mr. and Mrs. Perry Belmont have taken the Eldridge cottage on Ochre Point, Newport, for the late season.

An interesting party at Newport recently was the birthday luncheon given for Miss Fifi Widener, daughter of Mr. and Mrs. Frank Widener, of Philadelphia, who was born in Newport thirteen years ago.

Sixty of her young friends, including Miss Alice Astor, Miss Grace Vanderbilt, Miss Katharine Vanderbilt, Miss Suzanne Pierson, Miss Elsie Parsons, Willie Vanderbilt, James Henry Van Allen, Larry Taylor, and Drexel Biddle were seated at a large table, on which was the birthday cake. Later clowns and trained dogs entertained the children on the lawn.

Mr. and Mrs. Peter Golet Gerry, with their guests, Mr. and Mrs. John Philip Hill, have left Bar Harbor on their yacht, the Owea.